



TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273

GRAND CENTRAL STATION

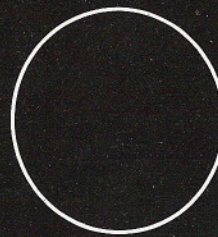
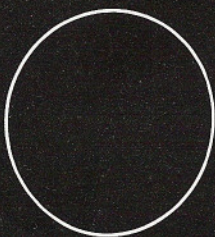
NEW YORK, N. Y. 10017

VOLUME 13, NO. 10

OCTOBER, 1967

Something new's shaping up here.

(See it Soon)





The style of starter Tex Hopkins is legendary in the Northeast. Member of Washington's Lavender Hill Mob, Tex starts 'em all in his purple suit, cigar in danger of being bitten off. Here, he flags the field at Marlboro. He's fooled them again . . . not a car in sight.

CONFIRMED DIVISIONAL CHAMPS

DP — Northeast — Bob Tullius — TR-4A

DP — Northern Pacific — Bill Pendleton — TR-4A

DP — Southern Pacific — Jim Dittmore — TR-4A

DP — Midwest — Ray Pickering — TR-4A

GP — Northern Pacific — Jack Scoville — Spitfire

GP — Southern Pacific — Ed Barker — Spitfire

There are more to come . . . what's your point total?

1967 RACING SEASON ON LAST LAP

RECENT RACING RESULTS

Group 44 staged a Mid-Ohio invasion September 9th and Bob Tullius took DP in handy fashion, the first time a Triumph had done so in the Central Division for some time. Watch for a complete, on-the-scene report of this race soon.

At Marlboro, Md., Sept. 16-17, Bob lost his regained points lead to charging Buzz Marcus again. A broken u-joint forced Bob's early retirement while running second overall in the C and DP event. Victor Matthews came home second, 22 seconds behind.

The Gateway SCCA Nationals at St. Louis saw Dick Kibling of Independence, Mo., come out of retirement straight to victory lane in his TR-4. He led four others home for a 1-2-3-4-5 finish and set a new lap record during the race.

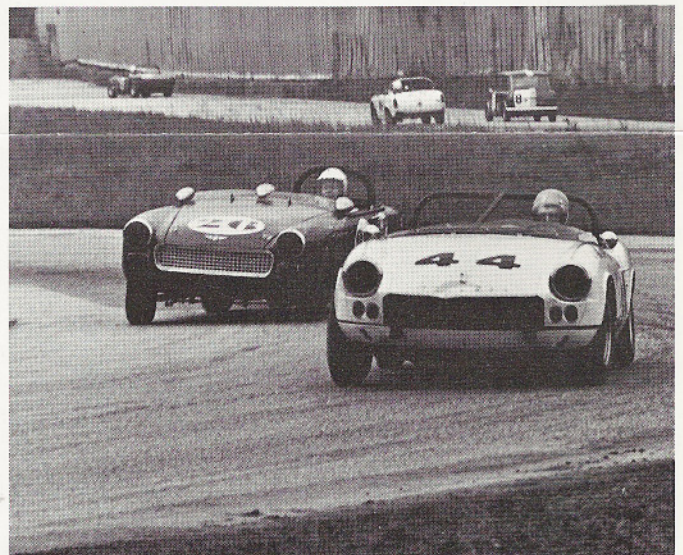
Bill Pendleton clinched his Northern Pacific DP title with a convincing win at the Newport, Ore., "Sand" Prix lapping the field except for the second place car. Another sweep for Triumph happened at Selma, Alabama. Mike Needham, Bruce Young and Bob Steward finished in that order in D Production on Sept. 16.

Northeast Race Goes Down to the Wire

It took every scheduled National event in the Northeast Division, plus a couple out-of-division races to establish the D Production Champion. On October 9th, at Bryar, N. H., when the checker fell, it was Bob Tullius over the line first with a nine-second lead over Buzz Marcus. Bob is Champ with the maximum number of points considered . . . 54, representing six first places.

Of additional interest to Triumph fans is the fact that it's a 4A contingent for Daytona all the way from the Northeast. Marcus is second and Victor Matthews, Old Dominion region hot-shoe, is a solid third in another 4A.

Heart-breaker of the Bryar weekend was the GP race. Brian Feurstenau, back from the Navy and folded into the Group 44 Spitfire, led for most of the race until halfway through the last lap when his throttle linkage came apart. He idled across the line for fourth place.



Seeing Brian Feurstenau back in the seat of a Group 44 car was a pleasure to all of us and his third place at Marlboro was well-deserved, especially as it was his first event since leaving the Navy. Here he is in Cappy's Corner, momentarily leading Jerry Truitt who eventually won. Spitfires seem to have a better line . . . Jerry is a little crossed up.



Let's see, now . . . it's a two-seater, obviously aerodynamic (hydrodynamic?) and intended for top-down operation . . . absolutely the latest design concept for narrow parking spaces but it could stand a little more track for top handling . . . bodywork at a minimum . . . probably have trouble with the new Federal regulations . . . what do you suppose it's got for power? No! the paddles? Well, I'll be . . . !

photo courtesy Ambler Gazette

THROUGH RAIN, THROUGH FIRE . . . etc.

The latest on wheels it may not be, but a canoe was ideal transportation in and around Philadelphia on August 2nd. The paddlers above could just be two members of the Triumph Sports Car Club of Delaware Valley returning to the scene of their August 2nd meeting to look for a submerged TR! Traffic around the Sheraton Penn Pike Motor Inn was strictly aquatic and everyone was too busy bailing to change the welcome sign.

Writing in response to our plea for club news (at least we have **one** reader!) Cynthia Smith, Secretary of the Delaware group, writes that all of the members, 46 to date, are enthusiastic about the successful season they have had. Two things have contributed. First, a steady location for meetings, the above-mentioned Sheraton Penn Pike Motor Inn in Fort Washington, Pa., has enabled the word to get around that the group is always there on the first Wednesday of the month. Second, membership efforts have been extended to make certain that top programs are offered at each meeting and that everyone tries to recruit new members.

The club has developed its own windshield card, outgrowth of the familiar calling cards provided by TSOA. To quote: "We are not all work and no fun. For instance, there is no better way of running a rally than knowing a swim and beer party awaits at the finish. Nor is a gymkhana quite as much fun as on a private farm with roasted corn to enjoy between laps." And, further: "When you see a Triumph on the road,

look for the distinctive green car badge on the automobile or the TSCC-DV jacket patch on the driver. Stop him! Show him this card and you are entitled to one beer at the next monthly meeting . . . at his expense."

To re-emphasize, the Delaware Valley group can be contacted at Gwynedd Manor Road, R.D. #1, North Wales, Pa., 18454, 215-699-5741. And a note to other clubs, the mention in the September TSOA Newsletter brought in **six** new members. Now, how about writing us some news of your group!

LEYLAND MOTOR CORPORATION ANNOUNCED

The formation of a new organization called Leyland Motor Corporation of North America and a new subsidiary called Leyland Motor Sales, Inc., has been announced by Sir Donald Stokes, President of the new company and chairman of the board of the Leyland group.

The new company will be responsible for marketing Triumph and Rover cars in North America and will function in Canada through a new subsidiary, Leyland Motor Sales, Ltd. Leyland Motor Sales, Inc., will take over the functions formerly performed by Leyland-Triumph Sales, Inc., and will also be responsible for Rover sales in the entire country. Early this year, the Leyland Motor Corporation, Ltd., acquired the Rover Company, Ltd. Standard-Triumph International, Ltd., has been a part of the Leyland Group for several years.

JONES BACKS THREE SPITFIRES



IT'S A MOD! Pat Ward tries on a crash helmet in front of Roy Jones' successful Memphis Triumph store. Three Spitfires carry the gold and black Jones colors in Southwest and Midwest SCCA races.

Received two communications in a row about a new racing operation from Memphis, Tenn. Letter #1 said that Roy Jones, operator of Jones Imports, was bitten hard by the racing bug and has fielded a three-car team for himself, Mel Bogus and Wade Hood. The sharp gold and black cars are carefully maintained . . . up to four mechanics per car per race!

Letter #2 was from Mel Bogus who tells us that he has 25 points from three finishes in the money, a 1st, 2nd and 3rd, and is looking forward to Daytona.

WIRE WHEEL CARE

To wrap up our coverage of wire wheel care and maintenance, here is the official Triumph bulletin on correct installation. Follow these procedures and you will find that your "finicky" wires are very sturdy after all.

To ensure that the wire wheels on any model so equipped are satisfactorily tightened, the following procedure **MUST** be adopted **EACH TIME** the wheels are removed and refitted.

Check that the splines on the hub adaptors and in the wheels are clean and free from foreign matter.

Check that the adaptor taper and its mating wheel hub taper are clean. **DO NOT GREASE THESE SURFACES.**

Ensure that the splines, the screw threads and the opposing taper faces on the wheel retaining nuts and the taper at the end of the wheel hubs are clean and coated with grease.

Slide the wheel on to the adaptor and pushing against the wheel hub centre to maintain concentric location, simultaneously screw on the retaining nut by hand until the wheel is felt to seat on adaptor taper.

Restraining the wheel with one hand, continue tightening by striking the ears of the nut with a soft faced hammer. Lower the wheel to the ground and finally tighten.

Failure to observe these precautions can result in the tapered faces binding causing premature tightening of the nut against the wheel outer taper but failure to clamp the wheel against the inner adaptor taper. Such a condition would prevent the wheel from seating correctly and lead to damaged splines and subsequent loss of drive.

This is a reminder to observe the time-honored practice of tightening any type of road wheel, disc or wire as much as possible to obtain alignment and seating before allowing the weight of the vehicle to rest on it. Final tightening only should take place with the vehicle weight on the wheel.

CLASSIFIED

FOR SALE: Standard-Triumph Review, 25 issues from 1/65 to 9/67 plus binders in new condition, \$10.00. 11 issues Car and Driver plus Yearbook, 1966-67 plus binder, 10 issues of Cycle magazine 1966-67, 7 other car mags, all new condition, \$10.00. Gale Yanofsky, 226-17 Hillside Ave., Queens Village, N.Y. 11427, 212 - HO 8-2846

FOR SALE: Dismantling 1963 TR-3B for parts. Call or send stamped, self-addressed envelope for details and prices or list your needs. Special deal on complete car if desired. Glenn Peterson, 145-A Grandview Ave., Edison, N. J. 08817, 201-442-6717.

FOR SALE: New parts from '67 TR-4A. 4 steel wheels, 4 hub caps, one steering wheel. All for \$50.00. F. P. Coombs, c/o Chas. Morrill, Performance Motors, Inc., Falmouth, Foreside, Maine. 207-781-3207.

FOR SALE: Two Stromberg 175 CD carburetors and manifold for TR-4 or 4A, like new, \$90.00 or make offer. C. E. Richardson, 128 Rover Blvd., Los Alamos, N. M. 87544.

FOR SALE: 1965 TR-4A IRS. Wire wheels, white walls, radio, luggage rack, mirrors, etc. Red with black interior, never raced, excellent condition. Best offer. Roy Rosner, 9C Cyprus Lane, Old Bridge, New Jersey 08857. 201-727-3606.

FOR SALE: Luggage rack — \$20.00, unitized, built-in roll bar — \$25.00. For TR-4 or 4A. Richard Brick, 440 East 81st St., New York, N. Y. 10028. 212-861-0414.

FOR SALE: Fibreglass hard top for TR-4/4A. Used only two months, in excellent condition. White. \$145.00. Ken Hinkle, 36325 Kilarney, Willoughby, Ohio 44094.

WANTED: Double-shell, insulated fibreglass hard-top for '66 TR-4A. Prefer wrap-around rear window or quarter windows. S. A. Haley, Route 5, Crabhill Road, Springfield, Ohio 45502.

WANTED: Side curtains in good condition for '58 TR-3. R. J. Funke, c/o Honig's Book Shop, 533 Main St., La Crosse, Wis.

WANTED: Triumph Herald with dual carburetor engine. Prefer disc brakes. Engine condition not important. Bill Moses, 130 Lincoln Drive, Hoffman Estates, Ill. 60172. 312-894-5156.

TSOA SUPERMARKET

TRIUMPH JACKETS

Custom-tailored shower-proof wash-and-wear blue poplin zipper jackets with silk-screened Triumph logo on back; exclusive to TSOA: specify size — s, m, l, xl. \$9.50

TSOA T-SHIRTS

Attractive white knit shirt with collar and button front. No pocket. Triumph logo in blue on back, shield on left front. Specify s, m, l, xl. \$4.50

"Please Don't Dent Me" Cards \$1.00/100

Local TSOA Club "Calling Cards" FREE

List of Triumph Dealers and Distributors FREE

STAA Badge \$1.50

Replacement TSOA Badge. (currently out of stock) \$1.00

Standard Triumph Review Subscription \$2.50/year

TR-4, TR-4A Competition Preparation Booklet \$2.00

SPITFIRE Competition Preparation Booklet \$2.00

JACKET EMBLEM \$1.00

(Club Discount — 1 Doz.) \$10.00

Send Check or Money Order. No C.O.D.'s please.

The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, Box 3273, Grand Central Station, New York N. Y. 10017. TSOA is a national organization of American sports car enthusiasts who own a Triumph or are interested in the purposes of the Association. Subscription is included with a \$5.00 lifetime membership in the club.

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